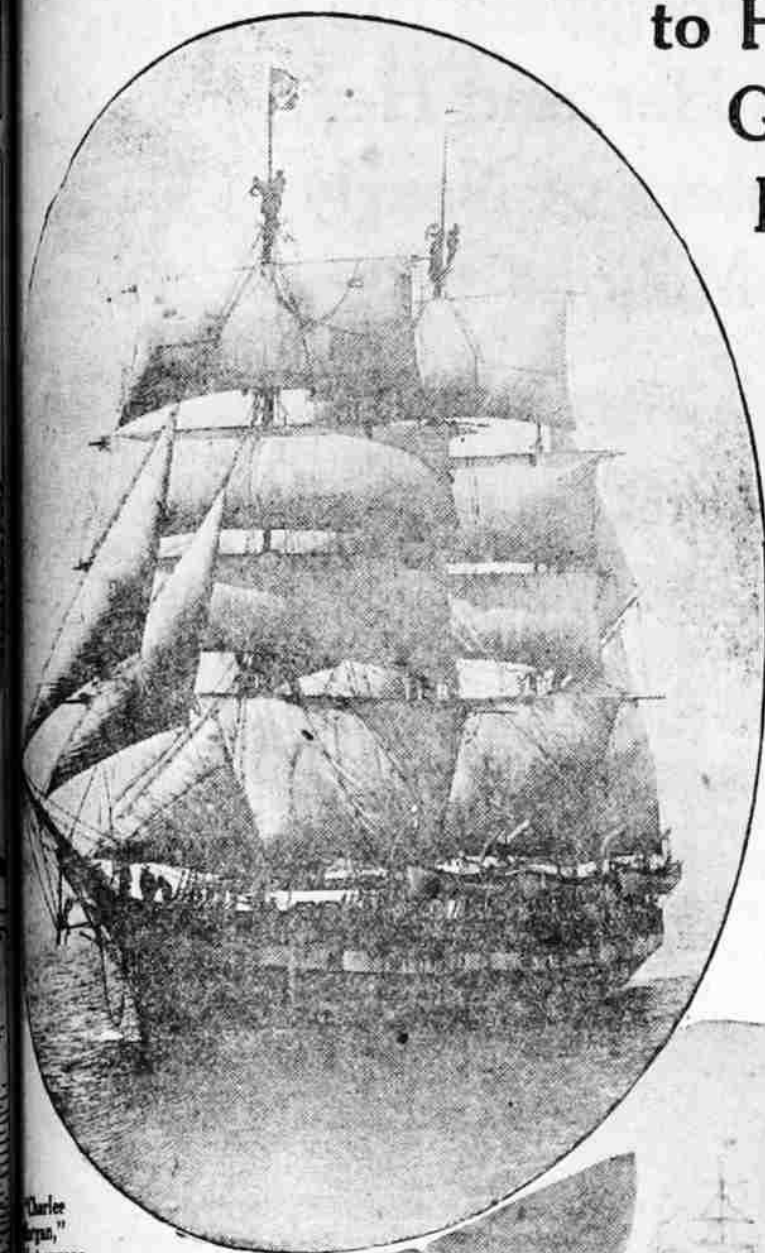


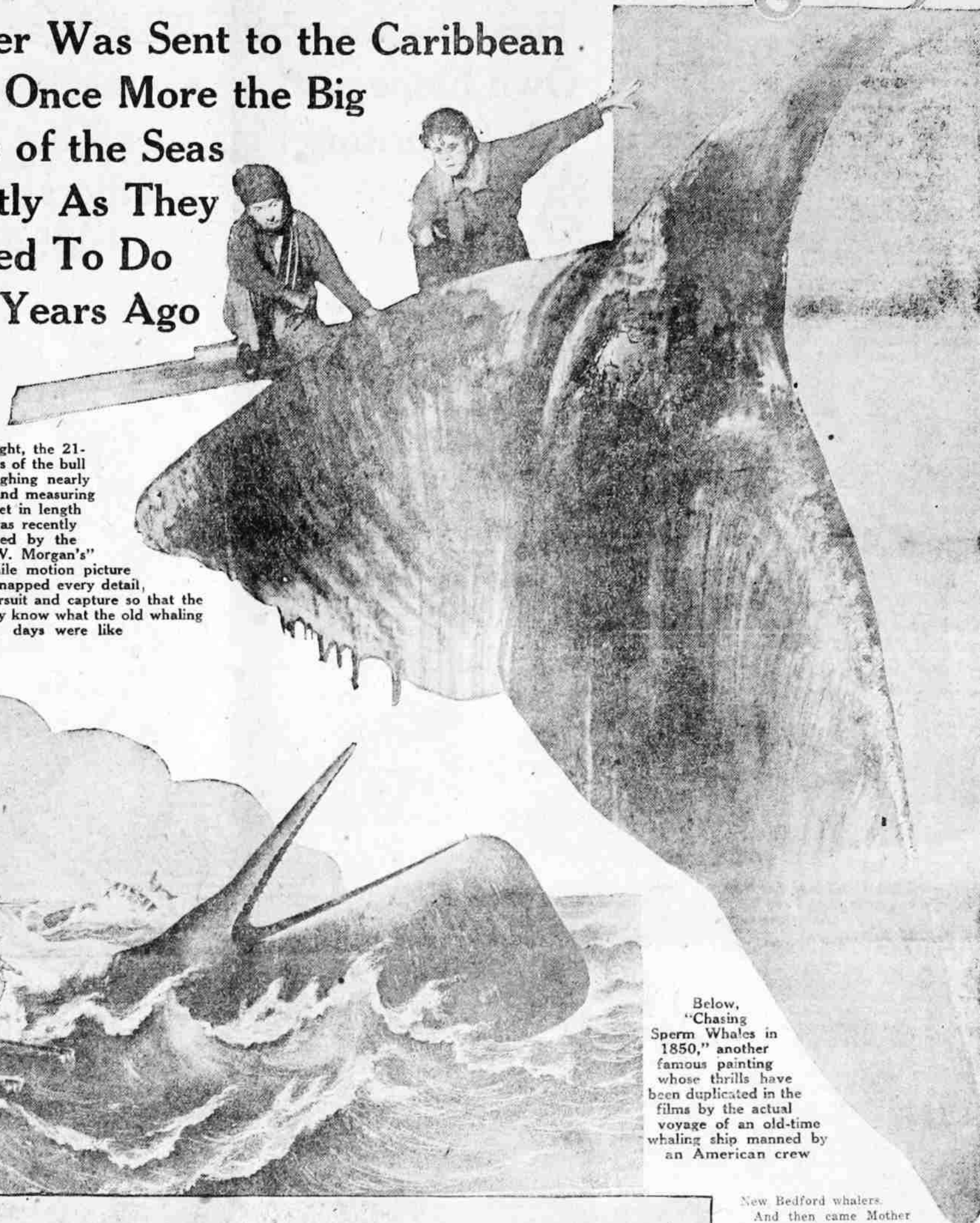
Bringing Back Romantic Thrills of Old Whaling Days

Now a Picturesque Square Rigger Was Sent to the Caribbean to Hunt Once More the Big Game of the Seas Exactly As They Used To Do 75 Years Ago



Charles W. Morgan, the square-rigger whaling ship in the picture, which was sent to the Caribbean to hunt for the big game of the seas.

On the right, the 21-foot flukes of the bull whale weighing nearly 100 tons and measuring eighty feet in length which was recently harpooned by the "Charles W. Morgan's" crew while motion picture cameras snapped every detail of the pursuit and capture so that the world may know what the old whaling days were like



Below, "Chasing Sperm Whales in 1850," another famous painting whose thrills have been duplicated in the films by the actual voyage of an old-time whaling ship manned by an American crew



inspired the new and motion picture of whaling life as it used to be

back the romance and adventure of the old whaling days, to preserve forever a faithful picture of the thrills that filled those times when American ships were sent out to hunt the big game of the seas has to offer—this picture of the old whaling days, which was the last of its kind, and an opportunity for a group of business men and an old-time whaling ship director to relive the old days.

Old whaling days, now gone forever, are the most fascinating of the old days in America's history. The old whaling ship, which was the last of its kind, and an opportunity for a group of business men and an old-time whaling ship director to relive the old days.

men, with a sprinkling of real old-time whalers, grateful for this opportunity of taking part in one more hunt for the big game of the seas. The last of the prizes taken was a bull whale eighty feet long and estimated to weigh nearly 100 tons. It yielded more than 100 barrels of oil, thirty-five of which came directly from what is known as the "case" in the whale's head.

The jaws of this ocean monster measured more than twenty-one feet in length. In the lower one were forty-eight teeth, some of which weighed six pounds each. This whale must have suffered severely from toothache, for in one of its large molars it had a badly infected cavity as large as a hen's egg.

Every detail of this remarkable duplication of the voyages that were of such frequent occurrence seventy-five years ago is recorded in the film, and it is all the last word in realism. It's the real ocean over which the picturesque old square-rigger is shown making its way through storm and calm and real flesh-and-blood men who pursue real whales and hurl harpoons into their huge bodies.

Residents of New Bedford old enough to recall the days when every red-blooded American boy's ambition was to go on a whaling voyage are amazed and delighted at the fidelity with which the period of 1850 has been reproduced.

Around the record of the voyage itself, the pursuit and capture of the whales, a charming romance has been woven. A number of the feminine characters who figure in this wear hats and gowns that are actually more than 150 years old. These costumes, the precious heirlooms of proud New England families, have been brought from ancient cedar chests and lavender-scented closets to give added realism to this re-creation of the old whaling days.

On account of her long voyages and short stops in port the Charles W. Morgan probably has sailed the seas more days, and on more oceans, and more miles than any other sailing vessel. She made twenty voyages to Japan and the Ochoosh Seas. In 1904 she left San Francisco and came home via New Zealand, after an absence of nearly twenty years.

She was used exclusively for whaling until 1916, when she went on a cruise to the Indian Ocean, under the command of Captain Benjamin D. Cleveland, in search of sea elephants.

She always was a lucky ship. She never has been ashore and has escaped the other disasters so common to whaling ships in the early days. But she has passed through many thrilling and dangerous experiences. Once she rescued an entire ship's crew from fire at sea.

History tells us that the first New Englander to kill a whale was one William Hamilton, somewhere between 1660 and 1670.

From this time on whenever whales were sighted from the rude look-outs constructed along the shore notice was instantly spread and they were attacked by boats manned mostly by the Indians who early evinced an aptitude and fondness for whale hunting.

In 1700 people began to fit out vessels from Cape Cod and Nantucket to "whale out in the deep for sperm whales." These gradually crept along, emboldened by experience, north to the Labrador and south to the Bahamas, where New Providence became famous as a whale fishing station, through the skill and daring of New England enterprise.

By 1844 the entire American whaling fleet amounted to 650 ships, brigs and

schooners with a total tonnage of more than 200,000 and manned by more than 17,000 officers and seamen. It was the largest in the world.

It was at this time that New Bedford had 400 ships of the American whaling fleet flying the flag of New Bedford and was known in more ports of the world than any other city of the United States.

It was estimated at this time that the amount of wealth interested in the whaling industry was more than \$70,000,000 and that more than 70,000 people were employed directly in this enterprise. It was by far the biggest and wealthiest business in the United States. Out of it there began to pour the money which built the railroads across the Western plains and on to the Pacific Coast. It was whaling money which furnished the "grub staking" for the forty-niners who struck it rich in the gold fields.

The first cotton mills of New England were built with whale-made wealth. The leather industry of New England, with its vast shoe interests, began with whale oil money. It is a far cry from the Orient and Canton to the silk mills of the Passaic Valley, but it is an historic fact that the first silk worm products came to America from the Far East on

New Bedford whalers. And then came Mother Earth and her oil. Crude beyond the degree of the pure sperm oil of the whale, it must be purified. And who was to discover the method of purification? It was a whaler and New Bedford was his home and his name was Howland.

Little did Weston Howland think when he discovered the method of purifying petroleum that he was sounding the death knell of the whaling business. This happened just after the Civil War and marked the entry into the oil refining business of such men as John D. Rockefeller.

Needless to say that with the coming of refined petroleum known as kerosene there came a new method of lighting the home and the whale oil lamp rapidly disappeared.

Then along came steel. Whalebone, which had been used so extensively for much of the paraphernalia of femininity, was destined to be supplanted by this newly discovered metal. And so the decline of the wealth of the whale became rapid. A whale, which in 1850 would net its captors from \$8,000 to \$10,000 in oil, whalebone, ivory and ambergris, dropped to about \$1,000 toward the end of the nineteenth century.

The only thing about a whale which has maintained a price which tempts the adventurer is his ambergris. But since this is the result of only a little indigestion in his "tummy" and must be thrown off out on the high seas, the search for it is a great gamble. Yet what would the perfume makers do without ambergris? A little bit of this preservative goes a long way with perfume.

Captain James Tilton, more than forty-two years a whaling captain, was the man who piloted the Charles W. Morgan to the Caribbean to harpoon whales, as he used to do so many years ago. He is authority for saying that few ships in the old days came back with less than a \$75,000 cargo of whale wealth. One can readily estimate from this how rapidly a fortune was accumulated seventy-five years ago.

